

## BEECHAM OF PILL FAME BLOSSOMS INTO PROMOTER OF FISTIC FARE

LONDON, November 18.—Undaunted by the cold blanket put on the boxing game in this country by the action of the Home Office in stopping the Wells-Johnson fight, and subsequent action by various administrative authorities in several parts of the country, Joseph Beecham, famous as a manufacturer of pills, has decided to risk some of his money in an effort to uplift the downtrodden profession. Beecham is to have nothing to do with the scheme except to supply the golden sovereign. The real manager will be L. Delphin, a Swiss, who married one of the pill merchant's daughters. He has evolved one of the most pretentious schemes ever launched in English athletic and amusement circles and it has already assumed tangible form.

An enormous hall, with a seating capacity of more than 17,000, is to be erected immediately in London road, one of the main thoroughfares of London, facing the St. Pancras, the King's Cross and the Euston railway stations, and connected by bus, underground and train with practically every part of London and the suburbs. For this building Beecham is to supply something like \$125,000 capital, and so sanguine is Delphin and those associated with him in the scheme that they are confident of paying at least 100 per cent per annum on this big investment. This is to be accomplished in the following manner:

Primarily the new hall is to be used for boxing contests. The schemers have gone so far that they have already opened negotiations with the top-dogs in the fistic world—boys like Carpenter, the Frenchman, Jimmy Chabby, Johnny Coulton, Harry Lewis, Digger Stanley, Jim Driscoll, Leo Hauck, Owen Moran, Matt Wells, Frank Klaus, Paddy McFarland, Duck Crouse and Bombardier Bill Wells. These men are being offered purses that far outbid anything the National Sporting Club is willing to offer, and the chances are that most of them will be induced to journey to London and make their appearances in the new hall.

There will be no attempt made to get high prices for seats, as those who are responsible for the management have been convinced by the disastrous experiences in London of Hugh McIntosh and James White that trying to promote boxing matches for the English "classes" is a game of financial suicide. In the proposed hall the best seats will sell for 60 cents and the cheapest for 12 cents. With these prices it is hoped to get crowds of 6,000 to 10,000 fight fans to witness the more important battles, and perhaps 3,000 to sit through the novice competitions that will be staged when big fighters are not available.

Wrestling matches will also be put on, and it is the present intention of the promoters to run an international tournament in which the best wrestlers on this side of the water will be pitted against each other in an effort to find a man capable of lowering the colors of Frank Gotch.

When boxing and wrestling matches are not being held the hall will be used for concerts, political meetings, lectures on ethics, missionary meetings, or anything else that will bring gists to the mill of the owners.

The elder Beecham, who is the father of Thomas Beecham, leader of the Beecham orchestra and correspondent in the recent Foster divorce case, is an interesting character.

There was a time when he would have nothing to do with the schemes of his sons and sons-in-law. For a long time he refused to support Tom

Beecham in his opera venture, but eventually there was a reconciliation. Now the elder Beecham has formed an opera company of his own, and it is said that he will take up the abandoned work of his son. In addition, Joseph Beecham has bought the Aldwych Theatre, one of London's amusement world white elephants, and will soon put on a Christmas entertainment for children.

## HOW ENGLAND

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301,588. Up to the same date the board made grants amounting to \$1,281,465 and loans to the amount of \$36,498. Further grants, aggregating \$1,985,552, while not actually made, have been approved, and the local authorities have been notified of that fact.

**Best Material for Heavy Traffic.**  
The great increase in motor traffic has made it necessary for the governing bodies of cities and the country roads authorities to secure the best surface to accommodate such traffic. In the city of Westminster, which includes some of the busiest streets in the central part of London, it has been found that the most serviceable material to withstand the wear and tear of heavy motor traffic is the ordinary wood paving and rock asphalt, the cost of which in London is about \$2.91 per yard. This material has been used in the Strand, along which heavy motor omnibuses and heavily laden vans and trucks in great numbers pass daily, and it has not been renewed for ten years. A prominent municipal engineer remarks:

"The advantages of wood paving and rock asphalt in the case of heavy traffic are that they are exceedingly durable, noiseless, easily washed and repaired, and perfectly sanitary. For country roads I should recommend the use of tar paving, which costs only 49 cents a yard."

Crossed road is most favorably regarded by the borough surveyor of Hammersmith, another section of London, as the best surface for heavy traffic. He says:

As compared with macadam, the initial outlay is much greater—\$2.43 to \$5.32 per yard as against 36 cents. On the other hand, the former lasts ten to twelve years, whereas the life of macadam does not exceed one year. The cost of maintaining a road paved with crossed road is about half that of a macadam road.

### New Experiment Station of Road Board.

Steps have been taken by the Road Board of the United Kingdom at the National Physical Laboratory at Teddington to inaugurate a scientific road-testing station. The plans, as formulated, will provide for a circular track which will constitute the "road" for experiment. Different materials will be put down from time to time, and on each of the varying surfaces the effect of different vehicles at different speeds will be observed. Width of tires, circumference of wheels, and the application of motive power are among the factors to be taken into account. Laboratory work also will constitute an important feature of the general investigations.

It is pointed out, however, that experiments on public roads will be continued by the Road Board as before, because they have a distinct value of their own.

### A Road Surface Experiment.

With the object of discovering a road surface equally suitable for motor and horse traffic, the council of the borough of Kensington, London, is planning to treat a part of one of the principal roads of the borough with a

dressing of liquid asphalt into which granite chippings will be rolled. The tar which now covers the roadway is to be burned off with flare lamps, when the dry surface will be treated with a thin coat of liquid Trinidad asphalt. Upon this will be spread a heavy dressing of half to three-quarters of an inch of granite chippings, then a light dressing of liquid asphalt, and again on that a further dressing of three-eighths of an inch of granite chippings. The surface is then to be rolled. The cost has been estimated at about 7 cents per square yard.

### THE VALUE OF SCENIC ROADS.

Now and then the people of Tuolumne county talk of bonding the county for a road building fund, which they would use in constructing a good highway to connect with the valley roads leading to Knight's Ferry and running into the mountains as far as Jamestown, a distance of about twenty-five miles, and they are talking about the awakening at this time, but likely will put off the day for making a start, as has been done time and time again. The mountain folks are not lacking in enterprise, but they simply do not get at the job and the years run along with the roads all passable but not anywhere inviting. The result is that travel of the right sort for business development is not encouraging and the county loses in many ways.

The Tuolumne people do not appreciate the value of good roads leading down to the valley highways or they would get at the building operations without delay. There are fully 3,000 automobiles owned in Stockton and the adjacent country and during the season all of the machines are whizzing in all directions to get into the country with their well-to-do owners and their friends. Many lovers of out-of-doors life who make runs through the valley would be delighted to find good roads into the mountains, for they all want to drive into hilly sections, which are very inviting to residents of the level country. A road to any section of the mountains that could be traveled without discomfort or unusual danger would attract hundreds every day in the week and on Sunday there would be a procession of automobiles in that direction. The pull of good roads is to be seen in San Joaquin county and nobody can be found who does not say the money used in building good roads was a splendid investment for the community. It pays to make your roads inviting to travel, for the people who look for smooth highways are men of means and they are always open for good investments.

Tuolumne county can, without creating a great burden, build an excellent macadam road from Knight's Ferry to Sonora and the boost the county would get would easily pay for the outlay in interest, while the growth of the county would warrant the saddling of the tax burden on future payers. Road making materials of the best sorts can be found near the roadway at all points. The project is feasible and seems a necessity for development in Tuolumne county. —Stockton Independent.

WHOOPIING COUGH.  
Whooping cough is not dangerous when the cough is kept loose and expectoration easy by giving Chamberlain's Cough Remedy. It has been used in many epidemics of this disease with perfect success. For sale by all dealers. Benson, Smith & Co., agents for Hawaii.

### JUDGING CHARACTER.

"That man Mehitabel married has a lot of foresight," said Farmer Corn-tassel.  
"He looked kind of worried and scared at the wedding," replied his wife.  
"That's what makes me think he has foresight."—Washington Star.

Fine Job Printing, Star Office.

## FATHER WILSON'S

(Continued from page nine.)

of crops may be had, and hay and grains may be fed on the farm.

Irrigation will bring maximum crops while the land is new and full of plant food; but where the crops are sold year by year irrigation will not of itself assure good results.

Alaska will some day provide farmers in lower latitudes with grain seeds superior to what they can grow at home.

The corn crop is moving northward by seed selection.  
The southern farm boy is showing the way to grow more of all crops on an acre.

Educate the farmer's boy toward a more valuable life on the farm.

Uplift the farm home through education of the farmer's daughter toward greater usefulness and attractiveness in the farm home.

Save all liquid fertilizers on the farm in cisterns, to be applied where crops are to grow; this will recover the greatest farm waste of our times.

There is great promise in the fact that whole classes of graduates of agricultural colleges go back to the farms, having learned how to make them profitable.

Our foresters are learning by experiment how to reforest 30,000 acres in a year; ten times as much must be planted annually to cover all the bare acres in a generation. It will be done.

There should be publicity regarding the cold storage foods, through monthly reports to some Federal authority that would give them to the press, to the end that the people might know to what extent foods were being withdrawn from consumption.

### HIS EXPLANATION

Insurance Adjuster (looking at the remains of the parlor furniture)—Is this all you managed to save out of the fire?

Owner (prifusely apologetic)—Yes, sir, I'm awfully sorry, but I kind of felt that I really ought to get my wife and children out of the building first.

### JUST A LITTLE EARLY

To talk about Christmas out of town is a little premature, but it is well to keep Haleiwa in mind. Unusual preparations are being made to entertain those who prefer a day away from home to the bother of planning a dinner and to entertain company. It's rather difficult, too, to manage a golf links in the average yard of a city residence. Haleiwa affords the best there is and a tennis court that is all that could be desired by the most enthusiastic wielder of the racquet. Keep Haleiwa in mind if you are planning to leave town.

## COOKING BY ELECTRICITY DEMONSTRATED IN LONDON

Demonstrations were given at the London Electrical Exhibition in electric cooking several times daily by representative firms. In view of the fact that electricity for this purpose and for heating can now be obtained at a cost varying from 2 to 3 cents per unit (instead of the lighting rate of 8 cents to 12 cents), the increased interest taken in and the greater activity among makers in advertising the advantages of this method of cooking can be more readily understood. In the case of one system, which consisted of a series of hot plates on flexible armored wire, it was claimed that there was a saving of \$90 on a yearly expenditure of \$415 under the old style; this included butcher's, coal, and electricity bills. In addition to the economy in coal, there was a remarkable saving effected in the shrinkage of meats, as evidenced by the following table:

Meats.	Weight.	Weight when cooked.	Type of oven.	Loss.
	Lb. oz.	Lb. oz.		Lb. oz.
Leg of mutton.....	8 8	5 13	Coal.....	2 11
Do.....	8 4	6 0	Gas.....	2 4
Do.....	9 0	7 12	Electricity.....	1 4
Shoulder mutton.....	6 13	5 1	Coal.....	1 12
Do.....	5 10	5 0	Electricity.....	10
Topside of beef.....	5 4	3 6	Coal.....	1 10
Do.....	4 0	4 0	Electricity.....	8

### WHY THE AEROPLANE FLIES.

Ask a scientist, "What is an aeroplane?" and he will reply, "Any flat or slightly curved surface propelled horizontally through the air." That, being merely a definition of a thing, and not an explanation of flight, tells little of what is most wonderful about a flying machine. Time and time again we have all asked ourselves: Why is it that this combination of planes, propellers, motors, and rudders does not fall? Why is it that a machine many times heavier than the air stays aloft?

It is the air pressure beneath it, and its motion, that keeps up a plane. If it is to remain in the air, an aeroplane must constantly move like a skater on thin ice. The skater must move fast enough to reach a new section of ice before he falls; the aeroplane must move fast enough to reach a new section of air before it falls.

Both are constantly struggling with gravity.  
The simplest and most familiar example of an aeroplane is the kite of our boyhood days. By holding it against the wind, or by running with it, if it there happens to be only a gentle breeze, this oldest of flying machines is kept aloft. Invent a substitute for the string, some device, in other words, which will enable you to hold the kite in the proper direction, and you have invented a flying machine. The pull or the thrust of an engine-driven propeller is that substitute.—Harper's Magazine.

OVERHEARD IN COURT.  
Jimpsonberry and Harkaway had been haled up before the court for speeding.

"Fifty dollars apiece," said the Judge. "All the evidence before this here bench goes to prove that you fellers was racin' along at about fifty miles an hour."

"But, Judge," protested Jimpsonberry, "my car can't possibly go more than thirty miles an hour."

"And the limit of mine is thirty-five," pleaded Harkaway.

"Well, s'posin' it is," demanded the Judge. "Thirty and thirty-five comes to sixty-five, don't it? By Gorry, I'll add a dollar to the fines of both of you, or by running wit' ye."—Harper's Weekly.

## Rich and Pure

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## Beaver Board

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